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"Swollen lug nuts"

11-30-2016, 11:26 PM #1

chillman1971
Junior Member
Thread Starter

Join Date: Oct 2015
Location: Rochester, Wa
Posts: 6
Thanks: 1
Thanked 0 Times in 0 Posts

"Swollen lug nuts"

So has anyone here had a problem with "swollen lug nuts" on the alloy rims. I was having my truck serviced and they were not able to rotate the tires due to the lug nuts being "swollen". The standard size socket, 21mm to tight and 22 too loose. They are going to try get them replaced under warranty, but don't know if ford will cover them. They are saying it is because if the amount of heat soaking into them. The truck is a 2015 Lariat SCAB sport/Fx4.

QUOTE

11-30-2016, 11:38 PM #2

crankinaway
Senior Member

Join Date: Oct 2012
Location: Vancouver, BC Canada
Posts: 772
Thanks: 67
Thanked 112 Times in 92 Posts

Wait for it.....

QUOTE

11-30-2016, 11:40 PM #3

whirledpeaz
Senior Member
iTrader: (1)

Join Date: Jun 2016
Location: Tennessee
Posts: 235
Thanks: 165

I haven't looked at them but are you sure they're not capped with a stainless sleeve? If someone uses a slightly too big socket, the sleeve can twist on the nut and there you are.

Last edited by whirledpeaz; 12-01-2016 at 03:27 PM.

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Thanked 36 Times in 27 Posts

OFF

QUOTE

11-30-2016, 11:46 PM #4

brnr17
Senior Member

Join Date: May 2013
Location: WI
Posts: 616
Thanks: 18
Thanked 53 Times in 43 Posts

OFF

I actually know what he's talking about. Socket wouldn't fit one day and couldn't figure out why. Re-investigated to try again and another day and it worked fine.

QUOTE

12-01-2016, 12:09 AM #5

chillman1971
Junior Member
Thread Starter

Join Date: Oct 2015
Location: Rochester, Wa
Posts: 6
Thanks: 1
Thanked 0 Times in 0 Posts

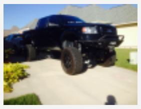
OFF

It is the stainless cap that is "swollen", but there is not any socket damage to them. To me it feels like there are bulges in the stainless cap, like water got in between the nut and cap and froze.

QUOTE

12-01-2016, 12:12 AM #6

knezat225
Senior Member
5 YEARS



Join Date: Nov 2011
Posts: 1,833
Thanks: 0
Thanked 52 Times in 44 Posts

OFF

I have heard the same things with the platinum wheels. A road side assistance stripping lugs due to him using a to big of socket and rounding off the lug nuts.

QUOTE

12-01-2016, 01:39 AM #7

caperj
Senior Member
5 YEARS

Join Date: Mar 2010
Location: Winter Wonderland
Posts: 2,409
Thanks: 16
Thanked 208 Times in 182 Posts

OFF

Quote:

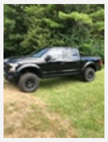
> Originally Posted by **whirledpeaz**
> *I haven't looked at them but are you sure they're not capped with a stainless sleeve? If someone uses a slightly too big socket, the sleeve can twist on the nut and they're you are.*

Yup capped and and wrench was to big and expanded the I am sure.

QUOTE

12-01-2016, 03:31 AM #8

Albe22
Senior Member



Join Date: Oct 2016

Quote:

> Originally Posted by **chillman1971**
> *I was having my truck serviced and they were not able to rotate the tires due to the lug nuts being "swollen".*

It's pretty sad that the dealership can't figure this out and get the lug nuts off c'mon man

Location: Maine
Posts: 233
Thanks: 32
Thanked 24 Times in 23 Posts

QUOTE

12-01-2016, 05:02 AM #9

150 4x4
Senior Member

Join Date: Jun 2015
Posts: 129
Thanks: 62
Thanked 11 Times in 10 Posts

They know about the problem, my service manager said they were junk. He ordered all new lug nuts for mine under warranty.

QUOTE

The Following 2 Users Say Thank You to 150 4x4 For This Useful Post:
chillman1971 (12-01-2016), tomjv (04-28-2017)

12-01-2016, 06:32 AM #10

lutter5-0
Senior Member

Join Date: Nov 2016
Location: SoDak/Iowa
Posts: 746
Thanks: 29
Thanked 105 Times in 88 Posts

I've replaced both sets of lug nuts on my Fusion and F150. The nuts Ford uses are absolute junk. How is a chrome tin cover supposed to hold up over the life of the machine. Do yourself a favor, and buy a set of aftermarket lugnuts. They are solid steel, dipped in chrome or whatever finish you like. Never have the opportunity to have lug nut issues again.

QUOTE

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"Swollen lug nuts"

12-01-2016, 06:56 AM #11

BadAV
Boostin!

Join Date: Mar 2016
Location: Jefferson City, MO
Posts: 468
Thanks: 24
Thanked 115 Times in 89 Posts

Ford isn't the only one using the crap design. FCA uses them also; we have them on our 2014 Charger. I agree that the only real solution is to replace them with real lug nuts.

From what I have observed, using impact tools on the junk nuts also eventually causes them to go bad. Since I do all my own work, including rotating tires, the only time an impact gun touches my lug nuts is when I get new tires or when I need a balance. Thus far, I have had no issues on either the F150 (only had it since the beginning of March and it hasn't been back to the dealership for anything) or the Charger (just over 3 years old now).

QUOTE

12-01-2016, 07:46 AM #12

chillman1971
Junior Member
Thread Starter

Join Date: Oct 2015
Location: Rochester, Wa
Posts: 6
Thanks: 1
Thanked 0 Times in 0 Posts

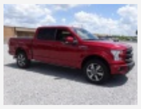
> Quote:
> Originally Posted by **Albe22**
> *It's pretty sad that the dealership can't figure this out and get the lug nuts off c'mon man*

They could get them off, but they were going to be damaged if they did. They didn't have 24 on hand to replace plus they didn't know if they would be covered under warranty. If Ford doesn't cover it I will just get aftermarket ones.

QUOTE

12-01-2016, 08:03 AM #13

robbieg
Senior Member



Join Date: Sep 2015
Location: USA
Posts: 1,398

I don't know if all the factory lugs are the same or not but mine aren't a 21 or a 22mm. They are a 13/16. Obviously this isn't the OP's problem as 13/16 is smaller than 21mm but they would have probably not had a problem if they tried some sae sizes.

Last edited by robbieg; 12-01-2016 at 08:11 AM.

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LevittownFordSuperCenter.com

Thanks: 154
Thanked 374 Times in 253 Posts

OFF

QUOTE

12-01-2016, 08:41 AM #14

570_OffRoad
F**kin Rookie

Join Date: Nov 2016
Location: Wilkes Barre, PA
Posts: 90
Thanks: 8
Thanked 6 Times in 6 Posts

Quote:

> Originally Posted by **BadAV**
> *Ford isn't the only one using the crap design. FCA uses them also; we have them on our 2014 Charger. I agree that the only real solution is to replace them with real lug nuts.*

I've had this problem as well on my 97 Dakota... Steel capped lugs on aluminum wheels and the sonsabitches just about weld themselves to the wheel because of the corrosion that occurs between the two different metals... Places had to torch them out, and that discolored the aluminum.. I second the REAL lug nut idea... AutoZone has them for around $40/set depending on what you need. Usually on one of the end caps of the aisles...(Buddy of mine is a manager at a local store, so that's the only reason I know lol)

OFF

QUOTE

12-01-2016, 12:39 PM #15

dkonnecticut
Member

Join Date: Mar 2016
Location: Connecticut
Posts: 66
Thanks: 1
Thanked 4 Times in 4 Posts

I had the same problem. Use a deep socket with a breaker bar to loosen. The impact wrench will just tear off the cap. For the ones already damaged, use a shallow socket and tear as much of the cap off as possible. A needle nose pliers with get the rest off. Underneath is the steel lug nut. It is smaller than the cap. Sorry forgot the size. Remove like any other lug nut.

OFF

QUOTE

The Following User Says Thank You to dkonnecticut For This Useful Post:

tomjv (04-28-2017)

12-01-2016, 12:44 PM #16

berty
Beer, Boats, and Trucks.

Join Date: Oct 2015
Location: Baltimore, MD
Posts: 3,042
Thanks: 833
Thanked 568 Times in 438 Posts

same problem with my 2012 (ford still does the same crap with their lug nuts). Get yerself a set of aftermarket Gorillas. Make sure you get the bulge nuts if you are sticking with your oem alloys.

OFF

QUOTE

The Following User Says Thank You to berty For This Useful Post:

tomjv (04-28-2017)

12-01-2016, 12:52 PM #17

Fx4gary
Senior Member

Join Date: Jan 2016
Location: Kintnersville Pa
Posts: 298
Thanks: 105
Thanked 67 Times in 50 Posts

If you are going to replace the lug nuts with aftermarket ones, make sure to get good quality ones-I recommend McGard. I had cheap *** lug nuts on my street rod and the steel was so soft the threads stretched and the nuts kept coming loose. It also nicked up the studs so I had to clean them up with a die before installing the. McGard nuts.

OFF

QUOTE

12-01-2016, 12:55 PM #18

berty
Beer, Boats, and Trucks.

Join Date: Oct 2015

Quote:

> Originally Posted by **Fx4gary**
> *If you are going to replace the lug nuts with aftermarket ones, make sure to get good quality ones-I recommend McGard. I had cheap *** lug nuts on my street rod and the steel was so soft the threads stretched*

Location: Baltimore, MD
Posts: 3,042
Thanks: 833
Thanked 568 Times in 438 Posts

> *and the nuts kept coming loose. It also nicked up the studs so I had to clean them up with a die before installing the. McGard nuts.*

Careful, they might make them, but I haven't found them myself. But if you are sticking with stock alloy wheels then make sure you have whats called a "bulge" lug nut. All of the McGards I have seen and tried had very minimal contact area with the OEM wheels which are only alloy (not steel). I went through this process and its all documented in my build thread (link below)

The pic below explains it a bit, OEM is on the left and the Gorillas with the bulge on the right. The McGards I had didn't have the full bulge that the two here have and because of that they didnt make much contact on the softer alloy wheel.

OFF

QUOTE

The Following 3 Users Say Thank You to berty For This Useful Post:	90trunk (03-17-2017), byrnoo (02-12-2017), jwmustang (02-11-2017)

12-01-2016, 01:23 PM #19

gpojunk
Senior Member

Join Date: Oct 2016
Location: NOVA
Posts: 104
Thanks: 21
Thanked 18 Times in 17 Posts

I wanted black lug nuts on my OEM wheels and went with Gorilla. But to keep them clean, I stick with using a deep 13/16" 6-point socket and a hand wrench. Shops beat up the lug nuts and deform the covers, with 12-point sockets and air impact wrenches.

OFF

QUOTE

12-01-2016, 03:03 PM #20

Mr_Ed
Junior Member

Join Date: Sep 2016
Location: Outside Annapolis, MD
Posts: 9
Thanks: 6
Thanked 0 Times in 0 Posts

I had the same problem on my '15 Mustang GT. Saw the damage on the OEM lugs after the dealership rotated the tires, and bought replacement lug nuts. The first problem IMHO is that the CORRECT fitting socket is 13/16", NOT 21mm as the dealership said (13/16" is just slightly smaller, what we used to call an RCH). I was taught that the 'right' fit was the smallest socket/wrench/tool that would fit on the nut/bolt. Not necessarily what the manual or the service advisor says. YMMV.

I guess the other problem is that the lugs are covered with a stamped on veneer, instead of being a solid forged lug nut. They look pretty, but when torqued to 150 ft/lbs with an impact gun they deform.

The service advisor said it's common on all of the new cars, and that there's nothing they can do about it under warranty. Seriously?

OFF

QUOTE

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12-01-2016, 03:05 PM #21

cal50
Senior Member

Join Date: Jul 2016
Location: Ohio
Posts: 161
Thanks: 30
Thanked 32 Times in 20 Posts

Swollen nuts.......ouch.

QUOTE

The Following 3 Users Say Thank You to cal50 For This Useful Post: robotpepper (12-02-2016), tdog02 (12-03-2016), toostroked (04-25-2017)

12-01-2016, 10:35 PM #22

crankinaway
Senior Member

Join Date: Oct 2012
Location: Vancouver, BC Canada
Posts: 772
Thanks: 67
Thanked 112 Times in 92 Posts

Quote:

> Originally Posted by **cal50**
> *Swollen nuts.......ouch.*

There it is.

QUOTE

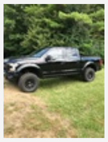
The Following 3 Users Say Thank You to crankinaway For This Useful Post: berty (12-01-2016), niemo (12-03-2016), robotpepper (12-02-2016)

12-02-2016, 01:30 AM #23

Albe22
Senior Member

Quote:

> Originally Posted by **chillman1971**
> *They could get them off, but they were going to be damaged if they did. They didn't have 24 on hand to replace plus they didn't know if they would be covered under warranty. If Ford doesn't cover it I will just get aftermarket ones.*



Join Date: Oct 2016
Location: Maine
Posts: 233
Thanks: 32
Thanked 24 Times in 23 Posts

I mean I guess it's not THAT big of a deal for them not to do it right there but its a reason to get you back in the shop.

QUOTE

12-02-2016, 09:12 AM #24

robotpepper
Senior Member

Join Date: Apr 2013
Location: Southern Ontario
Posts: 146
Thanks: 188
Thanked 27 Times in 16 Posts

Had the exact same problem on my 2011 FX4. The cover eventually became rounded and unable to take them off. Asked for new ones, and Ford wanted something outrageous like $10 per lug nut...ha! Went aftermarket, obviously.
Just had the exact same thing happen last week on my wife's 2014 Chrysler when swapping over the summers for winters. Had to buy new lugs for it too. Those things are infuriatingly stupid.

QUOTE

12-02-2016, 11:56 AM #25

mattynicks3
Member

Join Date: Feb 2010
Location: Leominster, MA
Posts: 39
Thanks: 4
Thanked 3 Times in 3 Posts

My 09 Wrangler had 4 chrome lug nut covers literally fall off on my way home the day I brought it home from the dealership. Turning onto my street I heard one pinging down the road lol. Dealer replaced all of the lug nuts, and shortly after, they started falling off again. I just used a smaller socket on the bare steel nut after that. So far no issues with my 15 F150.

QUOTE

12-02-2016, 10:01 PM #26

Iron Glove
Junior Member

Join Date: Sep 2013
Location: Hope BC
Posts: 1
Thanks: 0
Thanked 0 Times in 0 Posts

Have had to replace my lug nuts on my 2013 FX4 twice now, including a full set today.
Will be looking for suitable after market replacements.
Bah.

QUOTE

12-02-2016, 10:09 PM #27

KILOFINAL
LONE STAR

Join Date: Jun 2012
Location: Ontario, Canada
Posts: 2,957
Thanks: 529
Thanked 621 Times in 426 Posts

You need the correct Twerk wrench......

QUOTE

12-03-2016, 05:43 AM #28

chillman1971
Junior Member

Join Date: Oct 2015
Location: Rochester, Wa
Posts: 6
Thanks: 1

The dealer called, they have the lug nuts now and to swing by at anytime and they will replace all of them under warranty. So I'll have them do that and buy a set of aftermarket and throw them in the glovebox so when this happens again.

Thanked 0 Times in 0 Posts

OFF QUOTE

12-03-2016, 06:36 AM #29

lutter5-0
Senior Member

Join Date: Nov 2016
Location: SoDak/Iowa
Posts: 746
Thanks: 29
Thanked 105 Times in 88 Posts

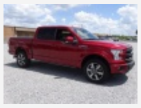
OFF

This won't happen if you get aftermarket lug nuts. take the new ones they give you off and sell them as "basically brand new. pays for or helps pay for the new set.

QUOTE

12-03-2016, 07:19 AM #30

robbieg
Senior Member



Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

OFF

Quote:

> Originally Posted by **lutter5-0**
> *This won't happen if you get aftermarket lug nuts.*

This won't happen if you use a 13/16 socket.

QUOTE

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12-03-2016, 08:37 AM #31

Jack-Daniel
Senior Member

Join Date: Oct 2015
Location: Ontario's Near North
Posts: 451
Thanks: 78
Thanked 77 Times in 52 Posts

this didn't happen because of the wrong socket

QUOTE

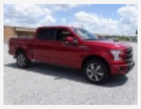
The Following User Says Thank You to Jack-Daniel For This Useful Post: robotpepper (12-03-2016)

12-03-2016, 09:35 AM #32

robbieg
Senior Member

Quote:

Originally Posted by **Jack-Daniel**



Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

this didn't happen because of the wrong socket

Actually its possible it did. The 21mm being too big beats the crap out of the outer sleeve. Once it gets compromised, weak, and misshaped it's only a matter of time. before the sleeve loosens and allows it to tear up and/or get water and debris between the nut and the sleeve causing corrosion and swelling. I'm not saying thats what happened in your picture but one sure way to get new lug nuts faster is to use a 21mm socket.

QUOTE

12-15-2016, 05:53 PM #33

fcancer
Senior Member

Join Date: Aug 2012
Posts: 638
Thanks: 9
Thanked 86 Times in 51 Posts

Quote:

Originally Posted by **berty**
Careful, they might make them, but I haven't found them myself. But if you are sticking with stock alloy wheels then make sure you have whats called a "bulge" lug nut. All of the McGards I have seen and tried had very minimal contact area with the OEM wheels which are only alloy (not steel). I went through this process and its all documented in my build thread (link below)

The pic below explains it a bit, OEM is on the left and the Gorillas with the bulge on the right. The McGards I had didn't have the full bulge that the two here have and because of that they didnt make much contact on the softer alloy wheel.

Good info ,I was just about to order some "McGard 64020 Chrome Cone Seat Style Lug Nut Set (M14 x 2.0)" for my platinum.

QUOTE

02-10-2017, 10:04 AM #34

norge1956
Junior Member

Join Date: Oct 2016
Location: Melbourne, Florida
Posts: 9

Just had one set of lugs replaced under warranty.. Service Department stated it is a known issue and Ford has not done anything to resolve the it..

Thanks: 0
Thanked 3 Times in 3 Posts

QUOTE

02-11-2017, 05:50 AM #35

autoworker
Senior Member

Join Date: Feb 2009
Location: Ohio
Posts: 124
Thanks: 1
Thanked 26 Times in 17 Posts

Quote:

> Originally Posted by **cal50**
> *Swollen nuts.......ouch.*

Quote:

> Originally Posted by **crankinaway**
> *There it is.*

Busted ball joints are bad too!

QUOTE

02-11-2017, 08:05 AM #36

adaycj
Senior Member

Join Date: Dec 2016
Posts: 196
Thanks: 21
Thanked 72 Times in 46 Posts

it is weird how some threads can be so full of nonsense, and some can be so helpful. This thread is helpful.

My direct experience with this issue. Ford has been using this style of lug nut since the 1980's. It was a problem back then, it is still a problem with 2017s on the lot. Don't wait for a fix.

Assuming the lug nuts are properly tightened with a torque wrench, they are easy to remove with hand tools. They should only be tightened to final spec with hand tools (torque wrench). Good luck getting anyone to do it right.

As stated a 13/16 inch socket fits these lug nuts. That is 20.63mm. The 21mm is too loose and especially when coupled with a high powered air impact wrench, it rapidly accelerates lug nut damage. My wife got a "free" tire rotation with her first oil change on her new Escape even though we asked them not to touch the wheels. The lug nut caps were all mangled, and the lug nuts were all brutally tight. Ford denied the warranty claim, but the dealer paid. It isn't really warranty if the tech uses the wrong socket and tightens the lug nuts to 200 ft/lb. It isn't the owner's fault either.

As posted these are wide seat lug nuts. Replacements should be purchased by application, aftermarket or OEM. The narrow seat ones will dig into the wheel even when tightened with a torque wrench. This leads to wheel damage which can cause a wheel off event and the need for wheel replacement. I've seen several wheels come loose and fall off. I've also seen wheels with lug nut seat damage that had to be replaced. Over tightening by using an impact makes the problem worse because the wrong lug nut gets driven further into the wide seat on a narrow ridge.

QUOTE

The Following User Says Thank You to adaycj For This Useful Post:

tomjv (04-28-2017)

02-11-2017, 08:17 AM #37

adaycj
Senior Member

Join Date: Dec 2016
Posts: 196
Thanks: 21
Thanked 72 Times in 46 Posts

I did find aftermarket ones by application. Not cheap, but not capped with the easy to damage OEM "stainless". They have the correct wide seat shape in "buldge" style. Only for OEM wheels.

Gorilla 61108CXL

QUOTE

02-11-2017, 08:21 AM #38

Great white
Senior Member
iTrader: (1)

I just noticed these on my 2016 Lariat the other day.

They'll be hitting the bin sometime this year.

If you like anywhere near "the rust belt" you know what happens to these buggers: the steel nut underneath the "beauty cap" rusts, swells and makes the lug nut a size that nothing will fit properly.

Time to hunt for some of those gorilla lug nuts I guess...

Join Date: Dec 2016
Location: Nova Scotia
Posts: 1,127
Thanks: 51
Thanked 196 Times in 158 Posts

OFF

QUOTE

02-11-2017, 08:57 AM #39

SPOAT
Death? Smile Back.

SUCCESSUS
SPEM
ALIT

Join Date: Mar 2016
Location: Georgia On My Mind
Posts: 740
Thanks: 246
Thanked 222 Times in 156 Posts

OFF

Will these work?

http://www.cjponyparts.com/gorilla-l...017/p/WHLLN23/

QUOTE

02-11-2017, 10:34 PM #40

FatnFurious
Junior Member

Join Date: Feb 2017
Location: South Florida
Posts: 14
Thanks: 0
Thanked 2 Times in 2 Posts

OFF

I had the same issues today. 21mm to small and 22mm to big. 7/8 would get stuck on my lugs. Ended up using a wire out 21mm and had to punch out each lug to get them out of the socket. Took longer to take the rear tires off then it did to install the 6" lift on the rear. 😂

QUOTE

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02-12-2017, 01:26 AM #41

90trunk
Member

Join Date: Sep 2016
Location: Downriver DTW, MI
Posts: 41
Thanks: 9
Thanked 12 Times in 8 Posts

Ford's stainless steel capped lugnuts are horrible. Another vote for buying Gorilla brand replacements. I've put them on both of our Fusions and my old '06 F150 SCAB. Now I have a set of Gorilla's sitting on the workbench, waiting for some nicer weather to be installed on my '16 SCREW.

QUOTE

02-12-2017, 08:54 AM #42

Ohsix
Senior Member

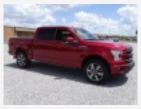
Join Date: Mar 2016
Location: Fairfax Virginia
Posts: 306
Thanks: 80
Thanked 31 Times in 27 Posts

Don't use an impact wrench on the wheel nuts
Use a breaker bar and a well fitting socket
Use a Torque wrench to install to correct torque
The hammer effect of the impact could cause the soft
Stainless steel caps to swell
I just bought 10 nuts for my Ford cost $4.80 each
I was stupid and used an impact lesson learned

QUOTE

02-12-2017, 09:50 AM #43

robbieg
Senior Member



Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

Quote:

> Originally Posted by **Ohsix**
> *Don't use an impact wrench on the wheel nuts*
> *Use a breaker bar and a well fitting socket*
> *Use a Torque wrench to install to correct torque*
> *The hammer effect of the impact could cause the soft*
> *Stainless steel caps to swell*
> *I just bought 10 nuts for my Ford cost $4.80 each*
> *I was stupid and used an impact lesson learned*

I would go get my $50.00 back and get a good set of aftermarket lugs. There are much better alternatives out there. If the consensus is overwhelmingly that OEM are crap why would you buy them again.

QUOTE

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LIVERNOIS MOTORSPORTS
AGGRESSIVE OUTLAW SERIES
F150 ACCESSORIES TRUCK IMAGE
MAGNAFLOW
REALTRUCK

02-12-2017, 09:56 AM #44

Great white
Senior Member
iTrader: (1)

Join Date: Dec 2016
Location: Nova Scotia
Posts: 1,127
Thanks: 51
Thanked 196 Times in 158 Posts

Quote:

> Originally Posted by **Ohsix**
> *Don't use an impact wrench on the wheel nuts*
> *Use a breaker bar and a well fitting socket*
> *Use a Torque wrench to install to correct torque*
> *The hammer effect of the impact could cause the soft*
> *Stainless steel caps to swell*
> *I just bought 10 nuts for my Ford cost $4.80 each*
>
> *I was stupid and used an impact lesson learned*

Give it a couple years on salted winter roads.

Those steel nuts under the caps will rust, swell and make them a size that nothing will fit without hammering them on.

OFF QUOTE

02-12-2017, 10:00 AM #45

Ohsix
Senior Member

Join Date: Mar 2016
Location: Fairfax Virginia
Posts: 306
Thanks: 80
Thanked 31 Times in 27 Posts

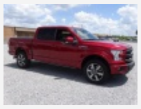
Please send the Vendors name that sells the correct
Wheel nut For my F150
bought new ones for my Focus
Thank you
Why would I buy OEM
Because I don't have the Salt problems

Last edited by Ohsix; 02-12-2017 at 10:16 AM.

ON QUOTE

02-12-2017, 10:19 AM #46

robbieg
Senior Member



Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

Quote:

> Originally Posted by **Ohsix**
> *Why would I buy OEM*
> *Because I don't have the Salt problems*

I didn't say you did, neither do I

Quote:

> Originally Posted by **Ohsix**
> *Why question Me?*

No need to get you panties in a wad just asking, its a public forum if you don't want people to talk to you read the news paper instead of coming here. But to answer your question BECAUSE I CAN!

OFF QUOTE

The Following User Says Thank You to robbieg For This Useful Post:
Ohsix (02-12-2017)

02-12-2017, 10:30 AM #47

Ohsix
Senior Member

Join Date: Mar 2016
Location: Fairfax Virginia
Posts: 306
Thanks: 80
Thanked 31 Times in 27 Posts

Sorry Sir
I have a case of Swollen Pride
But can you point me in the right direction
For the correct Wheel Nts for my
2016 F150

ON QUOTE

02-12-2017, 10:39 AM #48

darkrider
Member

Join Date: Jan 2017
Posts: 93
Thanks: 10
Thanked 17 Times in 13 Posts

Quote:

> Originally Posted by **SPOAT**
> *Will these work?*
>
> *http://www.cjponyparts.com/gorilla-l...017/p/WHLLN23/*

They should work, but you may want to double-check part number with them. The listed 91994XLHT is a 9/16" thread and not the M14x 1.5 listed. It should be part number 91944XLHT, which is the proper thread and pitch. the regular 91944HT's should work as well, if you want a set that doesn't stick out as much. For reference, the XLs are 1.9" total length, whereas the regulars are closer to stock at 1.4" length. The seating is the same on both.

Here are some links for reference:
Amazon
Amazon
http://www.gorilla-auto.com/wheel-in...n-kits-page-03

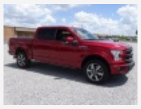
OFF

QUOTE

The Following 3 Users Say Thank You to darkrider For This Useful Post: Ohsix (02-12-2017), SPOAT (02-12-2017), toostroked (04-25-2017)

02-12-2017, 10:46 AM #49

robbieg
Senior Member



Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

Quote:

> Originally Posted by **Ohsix**
> *Sorry Sir*
> *I have a case of Swollen Pride*
> *But can you point me in the right direction*
> *For the correct Wheel Nts for my*
> *2016 F150*

I like Gorilla myself but there are many brands. The lugs you need are M14 X 1.5 and are the Bulge Cone Seat Style Assuming you are using factory wheels).
Here are a few brands:

http://www.gorilla-auto.com

http://www.mcgard.com

If you want locks I am using these and have been happy with them:
Amazon

OFF

QUOTE

02-12-2017, 10:59 AM #50

Ohsix
Senior Member

Join Date: Mar 2016
Location: Fairfax Virginia
Posts: 306
Thanks: 80
Thanked 31 Times in 27 Posts

ON

Okay thanks guys
Placed order with Amazon
The set has locks incl.

Last edited by Ohsix; 02-12-2017 at 11:36 AM.

QUOTE

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02-12-2017, 11:35 AM #51

MNSportsman
Senior Member
iTrader: (1)

Join Date: Mar 2016
Location: Minnesota
Posts: 1,508
Thanks: 0
Thanked 394 Times in 297 Posts

> Quote:
> Originally Posted by **robbieg**
> *I like Gorilla myself but there are many brands. The lugs you need are M14 X 1.5 and are the Bulge Cone Seat Style Assuming you are using factory wheels).*
> *Here are a few brands:*
>
> *http://www.gorilla-auto.com*
>
> *http://www.mcgard.com*
>
> *If you want locks I am using these and have been happy with them: https://www.amazon.com/gp/product/B0...?ie=UTF8&psc=1*

Thanks for everyone's info on this thread. I just went and checked and confirmed that a half dozen or so of my lugs are cracked (not even a year old). WTH.

I will be replacing with Gorillas soon. @Robbie, how come you opted for the wheel lock version. Is it for theft prevention? Thanks.

QUOTE

02-12-2017, 11:44 AM #52

robbieg
Senior Member

Join Date: Sep 2015
Location: USA
Posts: 1,398
Thanks: 154
Thanked 374 Times in 253 Posts

> Quote:
> Originally Posted by **MNSportsman**
> *Thanks for everyone's info on this thread. I just went and checked and confirmed that a half dozen or so of my lugs are cracked (not even a year old). WTH.*
>
> *I will be replacing with Gorillas soon. @Robbie, how come you opted for the wheel lock version. Is it for theft prevention? Thanks.*

Yes I like to use locks for a little added protection. When I bought the truck I didn't want to replace the new nuts so I just bought the four locks instead of a full set of nuts. If I was replacing all nuts at the same time I would just by the set with the locks included like dark rider posted the link to.

OFF QUOTE

02-12-2017, 11:49 AM #53

Great white
Senior Member
iTrader: (1)

Join Date: Dec 2016
Location: Nova Scotia
Posts: 1,127
Thanks: 51
Thanked 196 Times in 158 Posts

all the new trucks here come with "lock nuts".

It's more about the dealer not having things stolen off the lot.

My local dealer came in one morning to find more than half the trucks missing their tail lights.

People will steal anything these days....

OFF QUOTE

02-12-2017, 11:54 AM #54

MNSportsman
Senior Member
iTrader: (1)

Join Date: Mar 2016
Location: Minnesota
Posts: 1,508
Thanks: 0
Thanked 394 Times in 297 Posts

Quote:

> Originally Posted by **robbieg**
> *Yes I like to use locks for a little added protection. When I bought the truck I didn't want to replace the new nuts so I just bought the four locks instead of a full set of nuts. If I was replacing all nuts at the same time I would just by the set with the locks included like dark rider posted the link to.*

Got it. Thanks again for the info. I will most likely order up a replacement set today. I don't recall ever having this issue on any of my Toyota trucks but as we know no truck is perfect!

ON QUOTE

02-12-2017, 12:03 PM #55

cal50
Senior Member

Join Date: Jul 2016
Location: Ohio
Posts: 161
Thanks: 30
Thanked 32 Times in 20 Posts

Think I will pick up a set of stainless steel lug nut and swap out my stock ones this summer.

OFF QUOTE

02-15-2017, 12:41 AM #56

90trunk
Member

Join Date: Sep 2016
Location: Downriver DTW, MI
Posts: 41
Thanks: 9
Thanked 12 Times in 8 Posts

I installed my Gorilla lug nuts today. The part number was 61148CX for the M14x1.5 and they were 1.5" long.
I went with black lugs this time. It seems to fit in well with the ingot silver and black trim theme that is going on with the truck. I have found good deals on Gorilla products at Amazon and Summit Racing in the past, but eBay served these up for $50.00 shipped. It pays to shop around for a few minutes.

Edit: I neglected to mention that these use a 13/16 socket.

Here is the "after" image. Yes, those are the black and silver vinyl overlays on the center caps. I have matching black ovals on the grille and tailgate too. You can find them on eBay, "Valentinedecals14" is the seller.

Here is a side by side image with one of the OEM Ford lugs...

The Gorilla part number on the lugs is highlighted here with some copper anti-seize so you can make it out...

LA 61148CX M14x1.5

Last edited by 90trunk; 02-15-2017 at 02:37 AM. Reason: added text

QUOTE

The Following 2 Users Say Thank You to 90trunk For This Useful Post:
geomcnasty (04-13-2017), SPOAT (02-15-2017)

02-15-2017, 08:19 AM #57

MNSportsman
Senior Member
iTrader: (1)

Join Date: Mar 2016
Location: Minnesota
Posts: 1,508
Thanks: 0
Thanked 394 Times in 297 Posts

Quote:

> Originally Posted by **90trunk**
> *I installed my Gorilla lug nuts today. The part number was 61148CX for the M14x1.5 and they were 1.5" long.*
> *I went with black lugs this time. It seems to fit in well with the ingot silver and black trim theme that is going on with the truck. I have found good deals on Gorilla products at Amazon and Summit Racing in the past, but eBay served these up for $50.00 shipped. It pays to shop around for a few minutes.*

Looks great - Thanks for the nice writeup. I recently ordered a similar set (p/n 91944HT's / Chrome) for my sport wheels. Looks like a 2 to 4 week lead time.

Your pics look like a huge improvement over the poorly designed OEM lugs.

QUOTE

The Following User Says Thank You to MNSportsman For This Useful Post:
screwball (03-18-2017)

02-15-2017, 08:49 AM #58

90trunk
Member

Join Date: Sep 2016
Location: Downriver DTW, MI
Posts: 41
Thanks: 9
Thanked 12 Times in 8 Posts

"Tuneshop" was the eBay seller I used. They did ship promptly, and the lugs were individually wrapped. They had a 99.7 positive feedback rating on 66,000+ sales. I have no relationship with the seller, just letting you know of my experience.

QUOTE

02-15-2017, 08:50 AM #59

90trunk
Member

Join Date: Sep 2016
Location: Downriver DTW, MI
Posts: 41
Thanks: 9
Thanked 12 Times in 8 Posts

OFF

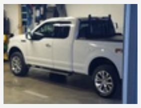
MNSportsman - Thanks for the compliment. You'll be very happy with your new lug nuts when they come in.

Last edited by 90trunk; 02-15-2017 at 08:54 AM.

QUOTE

03-17-2017, 12:42 PM #60

ToughFX4
Senior Member



Join Date: Mar 2011
Location: Buffalo, N.Y.
Posts: 1,626
Thanks: 158
Thanked 139 Times in 112 Posts

OFF

Well I just encountered this for the first time. 10 min tire rotation took 30 min. What a pain in the a**!
$48,000 and i gotta buy new lug nuts on a truck just over a yr old. Only 15,000 miles too.

QUOTE

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"Swollen lug nuts"

04-25-2017, 10:33 PM #61

Lare
Senior Member

Join Date: Aug 2015
Location: The Southwestern Desert
Posts: 230
Thanks: 18
Thanked 24 Times in 18 Posts

Quote:

> Originally Posted by **90trunk**
> *I installed my Gorilla lug nuts today. The part number was 61148CX for the M14x1.5 and they were 1.5" long.*
> *I went with black lugs this time.*
>
> *The Gorilla part number on the lugs is highlighted here with some copper anti-seize so you can make it out...*

LA 61148CX M14x1.5

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I went to the Summit Racing site and put in the part number 61148CX, and it shows it as a SINGLE CHROME lug nut. On the Gorilla site, same thing and Gorilla shows the black as having BCX on the end instead of CX.

Pouring over the Gorilla site, it seems that the 61147BCX is the black chrome, lifetime lug, in a package of 4. 61148BCX is the same thing individually. So your part number seems to work, but it also seems like it should be chrome. I can't deny the picture, but that's what I found on the sites.
Still on the Gorilla site, 61147CX is a package of 4 of the item 61148CX, which is the chrome, lifetime lug.

Last edited by Lare; 04-25-2017 at 10:44 PM. Reason: Added info.

QUOTE

07-11-2017, 08:10 PM #62

Madcap57
Senior Member

Join Date: Oct 2016
Location: Northern Illinois
Posts: 324
Thanks: 6
Thanked 59 Times in 48 Posts

Quote:

> Originally Posted by **Lare**
> *I went to the Summit Racing site and put in the part number 61148CX, and it shows it as a SINGLE CHROME lug nut. On the Gorilla site, same thing and Gorilla shows the black as having BCX on the end instead of CX.*
>
> *Pouring over the Gorilla site, it seems that the 61147BCX is the black chrome, lifetime lug, in a package of 4. 61148BCX is the same thing individually. So your part number seems to work, but it also seems like it should be chrome. I can't deny the picture, but that's what I found on the sites.*
> *Still on the Gorilla site, 61147CX is a package of 4 of the item 61148CX, which is the chrome, lifetime lug.*

Your answer lays here:
http://www.gorilla-auto.com/lug-nuts-page-09

61148cx and bcx are for bulk part numbers sold in boxes of 100.

QUOTE

The Following User Says Thank You to Madcap57 For This Useful Post:	Lare (07-16-2017)

07-13-2017, 01:40 PM #63

Napalm
Senior Member

Join Date: Jun 2017
Location: Memphis TN
Posts: 247
Thanks: 13
Thanked 27 Times in 19 Posts

I know people say you shouldn't use an impact wrench but I'd like to say with the proper socket - and ensuring a solid fit - there is nothing wrong with using a impact wrench to remove lug nuts.

NEVER PUT ON - lug nuts with an impact wrench but that seems to be standard shop practice. Torque sticks suck and are inaccurate.

even a cheap Harbor Freight Torque wrench is better than using torque sticks on an impact or tightening with a breaker bar. At least get close to the right value.

QUOTE

The Following User Says Thank You to Napalm For This Useful Post:	carrierj (07-13-2017)

07-13-2017, 01:48 PM #64

lutter5-0
Senior Member

Join Date: Nov 2016
Location: SoDak/Iowa
Posts: 746
Thanks: 29
Thanked 105 Times in 88 Posts

Quote:

> Originally Posted by **Napalm**
> *I know people say you shouldn't use an impact wrench but I'd like to say with the proper socket - and ensuring a solid fit - there is nothing wrong with using a impact wrench to remove lug nuts.*
>
> *NEVER PUT ON - lug nuts with an impact wrench but that seems to be standard shop practice. Torque sticks suck and are inaccurate.*
>
> *even a cheap Harbor Freight Torque wrench is better than using torque sticks on an impact or tightening with a breaker bar. At least get close to the right value.*

I haven't had bad luck with torque sticks, I don't own one, but the local tire guy uses it on every vehicle.

QUOTE

07-13-2017, 02:13 PM #65

Napalm
Senior Member

Join Date: Jun 2017
Location: Memphis TN
Posts: 247
Thanks: 13
Thanked 27 Times in 19 Posts

I admit it's a broad brush statement but it's a bad design and bad idea.

They are inconsistent - while it won't under torque a lug nut it will over torque them. now 10% isn't so much an issue.

but more than 30% is approaching bad for the vehicle. Especially with AL wheels.

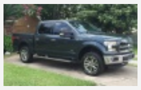
It might be less an issue for the F150 - but it's significant for something with hub patterns.

OFF

QUOTE

07-13-2017, 02:17 PM #66

carrierj
Senior Member



Join Date: Jul 2015
Location: Lafayette, LA
Posts: 1,487
Thanks: 542
Thanked 313 Times in 246 Posts

Quote:

> Originally Posted by **Napalm**
> *I know people say you shouldn't use an impact wrench but I'd like to say with the proper socket - and ensuring a solid fit - there is nothing wrong with using a impact wrench to remove lug nuts.*
>
> *NEVER PUT ON - lug nuts with an impact wrench but that seems to be standard shop practice. Torque sticks suck and are inaccurate.*
>
> *even a cheap Harbor Freight Torque wrench is better than using torque sticks on an impact or tightening with a breaker bar. At least get close to the right value.*

That's good to know. When I installed my spacers not long ago, I hooked up the compressor and got out the impact, sockets etc. Only to read in the instructions NOT to use an impact wrench. Did a lot of sweating that day with removing 6 and installing 12 per tire using a 4-way!

ON

QUOTE

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